

**Nashville Area Metropolitan Planning Organization**  
 2035 Regional Transportation Plan | Project Evaluation Criteria  
 Endorsed by MPO Executive Board on March 17, 2010

<b>EVALUATION CRITERIA</b>	<b>SCORE</b>
<b>TOTAL POSSIBLE POINTS</b>	<b>100</b>
<b>SYSTEM PRESERVATION &amp; ENHANCEMENT</b>	<b>15</b>
Project Improves Existing Route	+
Project Upgrades Route to Context Sensitive/ Prescribed Design Standards	+
Project Addresses Major Maintenance (e.g., bridge repair, etc.)	+
Project Integrates ITS Technology	+
Project Has Sustainable Operations/ Ongoing Maintenance Support	+
<b>QUALITY GROWTH, SUSTAINABLE DEVELOPMENT, &amp; ECONOMIC PROSPERITY</b>	<b>15</b>
<b>Project Supports Quality Growth Principles</b>	
Project Improves Accessibility and/or Connectivity to Existing Development	+
Project Located in Preferred Growth Area	+
Project Supports Infill/ Redevelopment	+
Project Incorporates Streetscaping/ Enhancements	+
Project Located Near Mixed-Use, High Density Areas	+
Project is Consistent with Desired Urban Design/ Form-Based Codes	+
Project Corrects Poor Storm water Flow/ Drainage	+
Project Improves Utility Location	+
Project Contributes to Grid Development/ Roadway Network Connectivity	+
<b>Project Supports Existing or Planned Economic Development</b>	
Project Located Near Existing Jobs	+
Project Located In High Job Growth Areas	+
Project Improves Multi-Modal Access to Jobs and Retail	+
Project Provides Improved/ New Access to Planned Growth Area	+
Project Endorsed by Local Chamber of Commerce	+
<b>MULTI-MODAL OPTIONS</b>	<b>15</b>
<b>Project is Located within a Strategic Multi-Modal Corridor</b>	
Route Includes Existing Transit Service	+
Route Includes Planned Transit Service	+
Route Includes Existing Pedestrian/ Bicycle Facilities	+
Route Includes Planned Pedestrian/ Bicycle Facilities	+
<b>Project Incorporates Multi-Modal Solutions</b>	
Project Improves Modal Conflict (e.g., traffic signals, grade separation, dedicated lanes)	+
Project Includes Transit Accommodations (e.g., pullouts, shelters, dedicated lanes, signal priority)	+
Project Includes Pedestrian Amenities (e.g., benches, bulb outs, pedestrian refuges, etc)	+
Project Includes Sidewalk Improvements (bonus for b+p priority)	+
Project Includes Bicycle Facility Improvements (bonus for b+p priority)	+
Project Makes a Connection to another Modal Facility	+
Project Includes Carpool Lane	+
<b>CONGESTION MANAGEMENT</b>	<b>10</b>
<b>Project Addresses Corridor Congestion</b>	
Top Priority - Appropriately Addresses MPO Base Year Congestion	+
Second Priority - Appropriately Addresses MPO 2015 Congestion	+
Third Priority - Appropriately Addresses MPO 2025 Congestion	+
Fourth Priority - Appropriately Addresses MPO 2035 Congestion	+
Appropriately Addresses Congestion as Identified by Other Study or Observation	+
<b>Project Incorporates Congestion Management Strategies</b>	
Geometrical Improvement	+
Grade Separation or Dedicated Travel Lanes for Individual Modes	+
Improvements to Access Management	+
ITS/ Signalization Improvement	+
Improvements to Turning Movements	+
Improves Parallel Facility/ Contributes to Alternative Routing	+
Provides Additional Non-Motorized Mode Capacity	+
Transit Capacity	+
Signage/ Wayfinding	+
Other Improvement	+
<b>SAFETY &amp; SECURITY</b>	<b>10</b>
<b>Project Addresses a High Crash Location</b>	
Local High Crash Intersection	+
Local High Crash Corridor	+

<b>EVALUATION CRITERIA</b>	<b>SCORE</b>
MPO High Crash Intersection	+
MPO High Crash Corridor	+
State High Crash Corridor	+
<b>Project Incorporates Safety Improvement Strategies</b>	
Geometrical Improvement for Vehicular Safety	+
Geometrical Improvement for Bicycle or Pedestrian Safety	+
ITS/ Signalization Improvement	+
Signage/ Wayfinding	+
Bicycle or Pedestrian Facility Accommodations	+
Bicycle or Pedestrian Signage or Markings	+
Traffic Calming Techniques Appropriate to Facility Function	+
Other Improvement with Rationale to How the Project Improves Safety	+
<b>Additional Safety &amp; Security Elements</b>	
Project Increases Safe Travel to Nearby School (within 3 Miles)	+
Project Addresses Security/ Emergency Responsiveness	+
<b>FREIGHT &amp; GOODS MOVEMENT</b>	<b>10</b>
Route has Significant Truck Movements	+
Route is Anticipated to have Significant Truck Movements	+
Route Serves Major Shipping/ Distribution Center	+
Route will Serve Planned Major Shipping/ Distribution Center	+
Route Serves Intermodal Center (e.g., rail yard, port, etc.)	+
Project Improves a Designated Truck Route	+
Project Addresses Existing Freight/ Passenger Conflict	+
Project Provides Separation in Freight/ Passenger Movements (e.g., grade separation)	+
Project Design Accommodates Anticipated Freight Flows	+
Project Strategically Restricts Freight Movement for Safety or Congestion Management	+
Project Impedes Efficient Delivery of Goods	-
<b>HEALTH &amp; ENVIRONMENT</b>	<b>10</b>
<b>Project Improves Health &amp; Environment</b>	
Project Provides Increased Accessibility for Low-Income & Minority Communities	+
Project Corrects ADA Non-Compliance	+
Project Provides Transportation Choices for the Disabled	+
Project Provides Transportation Choices for Aging Population	+
Project Provides Transportation Choices in Health Impact Areas	+
Project Promotes Physical Activity	+
Project Reduces VHT/ VMT	+
Project Reduces Vehicle Emissions	+
<b>Project Has Potential Consequences for Health &amp; Environment</b>	
Project Located Close to Natural Resources/ Environmental Constraints	-
Project Located Close to Socio-Cultural Resources	-
<b>PROJECT HISTORY</b>	<b>10</b>
<b>Project Has Documented Local Support</b>	
Local Governing Body Resolution of Support	+
Identified as Top Local Priority	+
<b>Project Has Detailed Planning &amp; Engineering Efforts</b>	
Detailed Planning Report Conducted (e.g., TPR, IJS, AA, etc.)	+
Preliminary Engineering & Design Conducted	+
<b>Project Has Documented Funding Support</b>	
Project is on the federal-aid system	+
High Level of Local Participation (20+ percent of funding)	+
Local Funds Programmed/ Budgeted	+
State Funds Programmed/ Budgeted	+
Previously Included in MPO TIP or LRTP	+
<b>CONSISTENCY WITH PLANS</b>	<b>5</b>
Local Comprehensive Plan Transportation Priority	+
Local/ Regional Transit Plan Priority	+
Local/ Regional Bicycle & Pedestrian Plan Priority	+
ITS Architecture/ Master Plan Priority	+
Strategic Highway Safety Plan Priority	+
Other Official Planning Instrument	+